

October 15, 2008

TO THE MEMBERS OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

The PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE met in regular session on September 22, 2008, and recommends the following motions.

1. Review minutes of:
 - a) Solid Waste Board (7/21/08 & 8/18/08).
 - b) Harbor Commission (7/21/08).
 - c) Planning Commission Board of Directors (8/6/08).Receive & place on file items a-c.
2. Property Listing - An Ordinance: To Amend Chapter 21 of the Brown County Code Entitled "Subdivisions." Hold for one month. See Resolutions, Ordinances October County Board.
3. Property Listing - Budget Status Financial report for August 31, 2008. Receive & place on file.
4. Request from Supervisor Dave Kaster: Vehicles that are taken home on a regular or part-time basis. (Bring to meeting or send to County Board office.) Receive & place on file.
5. Port/Solid Waste - Incineration Discussion (Referred from Outagamie County Supervisor, Pat Stevens dated May 21, 2008.) (Held from previous meeting.) Receive & place on file.
6. Port/Solid Waste - Budget Status Financial Report for June 30, 2008 & July 31, 2008. Receive & place on file.
7. Highway - July 2008 Budget to Actual. Receive & place on file.
8. Highway - Communication from Supervisor Mary Scray re: Lower the Speed Limit on County "J" from Wooddale to Lineville at Suamico Village line from 55 mph to 45 mph. (Held from previous meeting.) Receive & place on file.
9. Highway - Communication from Supervisor Kaster re: Brown County should look into share cost operating asphalt plants in surrounding counties or purchasing from surround counties depending on location of project. (Requested from July 28, 2008 meeting.) Receive & place on file.
10. Highway - Report/update on Highway evaluation. Hold for 30 days.
11. Highway - Commissioner's report. Receive & place on file.
12. Airport - Budget Status Financial Report for August 31, 2008. Receive & place on file.
13. Airport - RFP for radio System Upgrade for Austin Straubel International Airport. Approve.
14. Airport - Director's report. Receive & place on file.

15. Planning Commission - Budget Status Financial Report. Receive & place on file.
16. Planning Commission - Request for staff updates on recommendations and development options on land east of the current jail site (standing item). Receive & place on file.
17. **Closed Session:** The committee may entertain a motion and to enter into closed session for the purpose of considering performance evaluation data of employees over which it exercises jurisdiction and responsibility and for the purpose of considering certain work assignment issues where competitive and bargaining reasons require a closed session as provided at Wis. State Stats. Section 19.85 (1) (c). (No Closed Session held.)
18. Register of Deeds - Budget Status Financial Report for July 2008 & Zoning Budget Status Financial Report for August 31, 2008. Receive & place on file.
18. Audit of bills. Pay the bills.

Approved by:

COUNTY EXECUTIVE

Date

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**



Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, September 22, 2008 in Room 161 – Ag & Extension Center, 1150 Bellevue Street, Green Bay, WI.

Present: Norb Dantinne, Bernie Erickson, Mike Fleck, Dan Haefs, Dave Kaster
Excused:
Also Present: Chuck Larscheid, Chuck Lamine, Brian Lamers, Jayme Sellen, Kerry Blaney, Tom Miller, Jim Wallen

A public hearing was held at 7:00 p.m. prior to the meeting.
No one from the public stepped forward to speak. See item #2.

I. CALL MEETING TO ORDER:

The meeting was called to order by Chairman Erickson at 7:11 p.m.

II. APPROVE/MODIFY AGENDA:

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR FLECK TO APPROVE. Vote taken. MOTION CARRIED UNANIMOUSLY.

III. APPROVE/MODIFY MINUTES OF

a. REGULAR MEETING OF AUGUST 25, 2008.

A MOTION WAS MADE BY SUPERVISOR FLECK AND SECONDED BY SUPERVISOR KASTER TO APPROVE IIIA. Vote taken. MOTION CARRIED UNANIMOUSLY.

b. SPECIAL MEETING OF SEPTEMBER 11, 2008.

A two page attachment from Port and Solid Waste Director, Chuck Larscheid, was inadvertently omitted from the minutes and they are attached to the minutes of the Special meeting that was held on September 11, 1008 and also attached to these minutes for future reference. (Larscheid called the County Board office regarding this attachment and the attachment was put with the minutes that are on the Brown County website).

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR DANTINNE TO APPROVE IIIB WITH THE ADDITION OF THE PORT AND SOLID WASTE MEMORANDUM TO THE MINUTES. Vote taken. MOTION CARRIED UNANIMOUSLY.

1. REVIEW MINUTES OF:
 - a) SOLID WASTE BOARD (7/21/08 & 8/18/08).
 - b) HARBOR COMMISSION (7/21/08).
 - c) PLANNING COMMISSION BOARD OF DIRECTORS (8/6/08).

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR FLECK TO RECEIVE AND PLACE ON FILE ITEMS 1A, 1B & 1C. Vote taken. MOTION CARRIED UNANIMOUSLY.

PROPERTY LISTING

2. AN ORDINANCE: TO AMEND CHAPTER 21 OF THE BROWN COUNTY CODE ENTITLED "SUBDIVISIONS."

Brown County Treasurer, Kerry Blaney, referred to the letter in the packet re: Support of Proposed Revisions to Chapter 21 Brown County Subdivision Ordinance and stated his office strongly supports and is in favor of the ordinance.

Property Lister, Jim Wallen, referred to the ordinance in the packet and stated the ordinance had three components to it; 1) Section 2 - Procedure to Review and Approve Condominium Plats; 2) Section 3 - Procedure for Certified Survey Map Review and Approval; and 3) Section 4 - Combining Parcels. Wallen stated that he had received a communication from an attorney with the Brown County Home Builders in regards to some issues being raised. After meeting with Attorney Jim Kalny, the attorney that had helped Wallen draft the ordinance, it was decided that there could be merit to some of the issues in regards to the condominium section. Kalny had asked that they eliminate Section two of the ordinance as shown and move forward with Sections three and four in which Wallen agreed.

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR DANTINNE TO HOLD FOR ONE MONTH. Vote taken. MOTION CARRIED UNANIMOUSLY.

3. BUDGET STATUS FINANCIAL REPORT FOR AUGUST 31, 2008. (TO BE DISTRIBUTED AT MEETING.)

The Budget Status Financial Report had been distributed and is attached.

A MOTION WAS MADE BY SUPERVISOR FLECK AND SECONDED BY SUPERVISOR DANTINNE TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

REQUEST FROM DEPARTMENTS WHO REPORT TO PLANNING, DEVELOPMENT & TRANSPORTATION CMTE

4. REQUEST FROM SUPERVISOR DAVE KASTER: VEHICLES THAT ARE TAKEN HOME ON A REGULAR OR PART-TIME BASIS. (BRING TO MEETING OR SEND TO COUNTY BOARD OFFICE.)

Highway Commissioner, Brian Lamers, provided a handout (attached) re: County

Vehicle Use, June 2008.

Airport Director, Tom Miller, reported one car.

Planning Director, Chuck Lamine, reported one car.

Port and Solid Waste Director, Chuck Larscheid, reported there were no cars.

Zoning Administrator, Bill Bosiacki, reported three cars.

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR DANTINNE TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

PORT/SOLID WASTE

5. INCINERATION DISCUSSION (REFERRED FROM OUTAGAMIE COUNTY SUPERVISOR, PAT STEVENS DATED MAY 21, 2008.) (HELD FROM PREVIOUS MEETING.)

Larscheid stated he had reported previously that it had been determined that Federal and State regulations for air permits are very strict and costly and Wisconsin only had two counties who incinerate, Barron and LaCrosse. He reported that he had spoken with Outagamie Supervisor, Pat Stevens and she had stated that she didn't have any big issues but wanted to continue to look into garbage incineration so they don't continue to landfill without researching the subject. Larscheid provided handouts (attached) from the Toronto Star, USA Today and TCPalm News and stated he had done a search of different information. He discussed highlighted key points and answered questions from the committee.

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR HAEFS TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

6. BUDGET STATUS FINANCIAL REPORT FOR JUNE 30, 2008 & JULY 31, 2008.

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR FLECK TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

HIGHWAY

7. JULY 2008 BUDGET TO ACTUAL.

Lamers pointed out that under the Machinery Expense, they are over on diesel fuel but they are covering the overage with revenues coming in from the machinery.

Supervisor Haefs questioned how it is being covered by revenue. Lamers responded they are billing the County, the State and other municipalities when work is done based on the State rate. Part of it is considered internal auditing with the intent to come out even.

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR KASTER TO RECEIVE AND PLACE ON FILE. Vote taken.

MOTION CARRIED UNANIMOUSLY.

8. **COMMUNICATION FROM SUPERVISOR MARY SCRAY RE: LOWER THE SPEED LIMIT ON COUNTY "J" FROM WOODDALE TO LINEVILLE AT SUAMICO VILLAGE LINE FROM 55 MPH TO 45 MPH. (HELD FROM PREVIOUS MEETING.)**

Supervisor Scray had contacted Chair Erickson and requested that the committee move to receive and place file this item.

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR DANTINNE TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

9. **COMMUNICATION FROM SUPERVISOR KASTER RE: BROWN COUNTY SHOULD LOOK INTO SHARE COST OPERATING ASPHALT PLANTS IN SURROUNDING COUNTIES OR PURCHASING FROM SURROUNDING COUNTIES DEPENDING ON LOCATION OF PROJECT. (REQUESTED FROM JULY 28, 2008 MEETING.)**

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR KASTER TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

10. **REPORT/UPDATE ON HIGHWAY EVALUATION:**

A handout was provided from Human Resource Analyst, Peggy Harris. Committee members expressed concern that this report was delayed until tonight's meeting and wanted time to review it. Also, a memo from Labor Negotiator, Don Vanderkelen, was sent to this committee with his recommendations.

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR HAEFS TO HOLD FOR 30 DAYS. Vote taken. MOTION CARRIED UNANIMOUSLY.

11. **COMMISSIONER'S REPORT:**

Lamers reported on the following:

- The EE roundabout had been completed.
- Cty Rd "C" will be paved this year.
- Waube Ln. – they had ran into a couple issues, the milling machine was down and they ran into a soft spot that needed to be re-dug back out pushing the project back a little bit.

A lengthy discussion ensued in regards to Waube Lane Supervisor Dantine stated he was concerned with the decision to blacktop Waube Lane stating the soft spot was known and it is a big expense to the county to have to redo a road that had just been done.

Highway Superintendent, Ed Kazik, responded that they knew there were poor

soils there because it was built on a creek bed 28-30 years ago but when the grader and water truck went through there was no movement. There was a water break in the main on Thursday and it rained all day Saturday causing water to work into the base in the low point of the road. When it was dug up, the sub base was excellent but the gravel was saturated. Kazik stated when they studied it before it was paved, it held up to everything. They met with Ashwaubenon and the engineers. It was decided that when they added the gravel they would add a grid for stabilization. It was the amount of water that caused the problems because the grid never failed. They are confident that the road will now hold up.

Supervisor Haefs stated he had worked on projects where you put in a grade and have some excessive rains develop that no engineer or anyone could predict. So how can you guess that. He felt that staff had done what was considered to be the best route in this situation and felt comfortable with the decisions that were made.

Supervisor Erickson requested to have Lamers report next month if Ashwaubenon cost shares on the re-dig.

A MOTION WAS MADE BY SUPERVISOR HAEFS AND SECONDED BY SUPERVISOR FLECK TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

AIRPORT

12. **BUDGET STATUS FINANCIAL REPORT FOR AUGUST 31, 2008:**

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR KASTER TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

13. **RFP FOR RADIO SYSTEM UPGRADE FOR AUSTIN STRAUBEL INTERNATIONAL AIRPORT.**

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR KASTER TO APPROVE. Vote taken. MOTION CARRIED UNANIMOUSLY.

14. **DIRECTOR'S REPORT:**

Airport Director, Tom Miller, reported on the following:

- Runway 624 which runs from the Northeast to the Southwest is now open. It had been closed all summer for reconstruction. 95% of the project is complete. Miller stated the project had gone very well and opened on time.
- Presidential Candidates are arriving in town on a regular basis and are expecting a number of additional visits between now and Election Day. They are doing everything they can to not incur overtime from the airport's operational standpoint.

Supervisor Haefs questioned if there had been discussions regarding forming an airport sub-committee with the County Executive, the Airport Director, the Mayor, and the head of the Oneida Tribe.

Miller responded that it is his intention to have the airline consultant present at the November meeting to give the committee an update on what is going on within the industry and what can be done to cultivate the existing airlines and encourage new airlines to provide services to the community. He stated he had plans to make a presentation to a group of local elected officials of Hobart, Ashwaubenon, Lawrence and Oneida (HALO) that meet once a month.

**A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR HAEFS TO RECEIVE AND PLACE ON FILE. Vote taken.
MOTION CARRIED UNANIMOUSLY.**

PLANNING COMMISSION

15. BUDGET STATUS FINANCIAL REPORT (TO BE DISTRIBUTED AT MEETING).

The Budget Status Financial Report had been distributed and is attached.

**A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR FLECK TO RECEIVE AND PLACE ON FILE. Vote taken.
MOTION CARRIED UNANIMOUSLY.**

16. REQUEST FOR STAFF UPDATES ON RECOMMENDATIONS AND DEVELOPMENT OPTIONS ON LAND EAST OF THE CURRENT JAIL SITE (STANDING ITEM).

Planning Director, Chuck Lamine, stated they are continuing to work with the County Farm Traditional Neighborhood Development (TND) Advisory Committee in Madison. Their first trip included neighboring property owners and the Neighborhood Association members; the second trip included the Green Bay Planning department staff, Green Bay Public Works staff, a private land surveyor and a property appraiser. They met with planners from the City of Madison, Sun Prairie and Middleton and also met with the Vice President in charge of Development for Perident Homes. Lamine stated, in general, the housing market is slow in Madison as it is in Brown County. However, what he was been told is the TNDs have been stronger than the conventional developments. The key factor they found was that with these type of developments, the first phase needs to be a showcase and include the neighborhood park that these developments are famous for. They also have to show the amenities as well as the variety of housing types and price points. He also found out that a solid plan needs to be in place with some flexibility. Because they have a variety of housing types, it protects them from the even flow of the markets, if one type is going better than another, they can focus their construction activity on that type of development. The small commercial areas have shown to struggle more than the residential but are important components. They are currently trying to figure out how many acres to set aside for the neighborhood commercial area. The next TND Advisory Committee is scheduled for Thursday, October 2nd. They met with a private developer today to discuss strategies for how to successfully do the development and set up the sale. He stated they are making progress and

continue to shoot for the deadline and will have something for the committee by the first of the year to have the RFP complete.

A MOTION WAS MADE BY SUPERVISOR DANTINNE AND SECONDED BY SUPERVISOR KASTER TO RECEIVE AND PLACE ON FILE. Vote taken. MOTION CARRIED UNANIMOUSLY.

17. **CLOSED SESSION: THE COMMITTEE MAY ENTERTAIN A MOTION AND TO ENTER INTO CLOSED SESSION FOR THE PURPOSE OF CONSIDERING PERFORMANCE EVALUATION DATA OF EMPLOYEES OVER WHICH IT EXERCISES JURISDICTION AND RESPONSIBILITY AND FOR THE PURPOSE OF CONSIDERING CERTAIN WORK ASSIGNMENT ISSUES WHERE COMPETITIVE AND BARGAINING REASONS REQUIRE A CLOSED SESSION AS PROVIDED AT WIS. STATE STATS. SECTION 19.85 (1) (C).**
No closed session held.

UW-EXTENSION BUDGET STATUS FINANCIAL REPORT TO BE DISTRIBUTED AT MEETING. NO OTHER AGENDA ITEMS. No action taken.

REGISTER OF DEEDS BUDGET STATUS FINANCIAL REPORT FOR JULY 2008. NO OTHER AGENDA ITEMS.

ZONING BUDGET STATUS FINANCIAL REPORT NOT AVAILABLE. NO OTHER AGENDA ITEMS. See attached Budget Status Financial Report for August 31, 2008.

A MOTION WAS MADE BY SUPERVISOR FLECK AND SECONDED BY SUPERVISOR KASTER TO RECEIVE AND PLACE ON FILE THE REGISTER OF DEEDS AND ZONING BUDGETS. Vote taken. MOTION CARRIED UNANIMOUSLY.

OTHER

18. **AUDIT OF BILLS.**

A MOTION WAS MADE BY SUPERVISOR KASTER AND SECONDED BY SUPERVISOR FLECK TO PAY THE BILLS. Vote taken. MOTION CARRIED UNANIMOUSLY.

19. **SUCH OTHER MATTERS AS AUTHORIZED BY LAW:** None.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to adjourn at 8:48 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein
Recording Secretary

Brown County
Property Listing
Budget Status Report
8/31/08

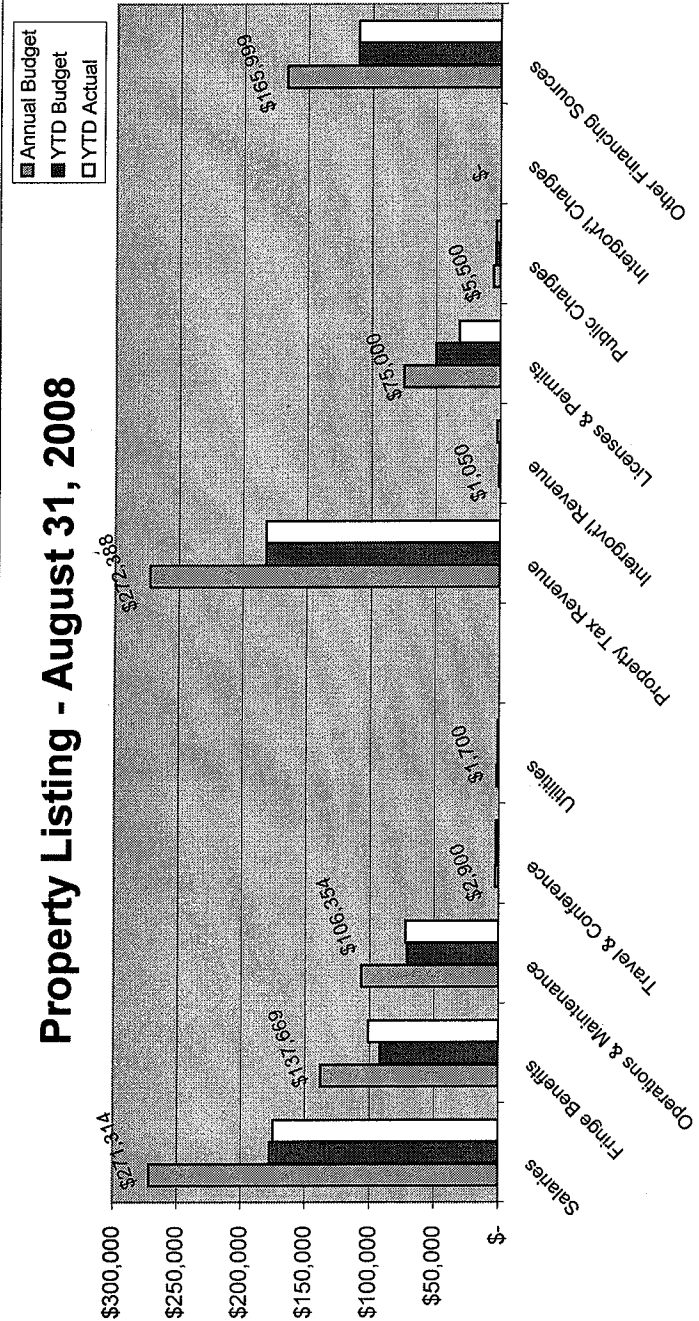
	Annual Budget	YTD Budget	YTD Actual
Salaries	\$ 271,314	\$ 177,398	\$ 174,470
Fringe Benefits	\$ 137,669	\$ 91,780	\$ 100,901
Operations & Maintenance	\$ 106,354	\$ 70,904	\$ 72,408
Travel & Conference	\$ 2,900	\$ 1,933	\$ 1,954
Utilities	\$ 1,700	\$ 1,133	\$ 980
Property Tax Revenue	\$ 272,388	\$ 181,592	\$ 181,592
Intergov't Revenue	\$ 1,050	\$ 700	\$ 2,450
Licenses & Permits	\$ 75,000	\$ 50,000	\$ 31,880
Public Charges	\$ 5,500	\$ 3,666	\$ 3,069
Intergov't Charges	\$ -	\$ -	\$ 100
Other Financing Sources	\$ 165,999	\$ 110,666	\$ 110,666

HIGHLIGHTS:

Expenditures: Are all occurring at anticipated rates. The problem of under funding our fringe category has been acknowledged by Administration and will be corrected next year.

Revenues: Land division review revenue continues to be much lower than anticipated. Condo review activity appears to be slowing down as well and it is doubtful we will meet our projections.

Property Listing - August 31, 2008



BROWN COUNTY HIGHWAY DEPARTMENT COUNTY VEHICLE USE

June 2008

VEHICLE TYPE	JOB POSITION	CURRENT EMPLOYEE(S)	VEHICLE USE PURPOSE
#501 2008 Ford Sedan	Highway Superintendent Administrative	Ed Kazik	Daily - Field checks on winter road conditions and pavement problems; and 24-hour on-call emergency highway crew call-in.
#508 2000 Ford Expedition	Highway Engineer Administrative	Ray Smith	Daily - Field checks on construction projects, survey work, 24-hour on-call for bridge and drainage problems.
#507 2000 Chevrolet Tahoe	Shop Superintendent Administrative	Larry Adlebush	Daily - Field checks on equipment & facility problems and usage; and 24-hour on-call duty for shop mechanic call-in & facility problems.
#515 2003 GMC 1/2-Ton Pickup Truck	Asst. Highway Superintendent Administrative	Ken Ressel	Daily - Field checks on winter road conditions and pavement problems; and 24-hour on-call emergency Highway Crew call-in.
#516 2003 GMC 1/2-Ton Pickup Truck	Asst. Highway Superintendent Administrative	Gabe Hylok	Daily - Field checks on winter road conditions and pavement problems; 24- hour on-call emergency Highway Crew call-in.
#517 2007 GMC 1/2-Ton Pickup Truck	Asst. Highway Superintendent Administrative	Randy Braun	Daily - Field checks on winter road conditions and pavement problems; and 24-hour on-call emergency Highway Crew call-in.
#505 2001 Ford Sedan	Engineering Technician Union	Cleo Klubertanz	Daily - Field inspections and meetings on new driveways and building setbacks; utility work on highway right-of-way and proposed subdivisions/CSM's; 24-hour on-call for bridge & drainage problems; and right- of-way purchase meetings with property owners.
#571 * 2002 Ford 3/4-Ton Service Truck	Facility Mechanic Union	Jim Sausen	Daily - 24-hour on-call for building maintenance emergencies, including heating and plumbing; and fuel system maintenance.
#530 1998 Chev. 3/4-Ton Truck	Traffic Operations Foreman Union	Dan Drewery	Daily - 24-hour on-call for accident traffic control, roadway signing, and road closures.

VEHICLE TYPE	JOB POSITION	CURRENT EMPLOYEE(S)	VEHICLE USE PURPOSE
#535 * 1995 1-Ton Chevrolet Pickup Shop Service Truck	1 st Mechanic Union	Mike Goral	Daily – 24-hour on-call for equipment & vehicle repair in the field and at the 4 shop locations.
#583 * 1996 1-Ton Chevrolet Pickup Shop Service Truck	1 st Mechanic Union	Jim Beaupre	Daily – 24-hour on-call for equipment & vehicle repair in the field and at the 4 shop locations.
#597 * 2007 1-Ton GMC Pickup Shop Service Truck	1 st Mechanic Union	Mark VandenLangenberg	Daily – 24-hour on-call for equipment & vehicle repair in the field and at the 4 shop locations.
#538 * 2001 Ford Aerial Lift Truck Electrician Service Truck	Electrician Union	Ken VandenBush	Daily - 24-hour on-call for electrical repair work on traffic signals and facilities @ the Highway & Park Departments.

* Exempt from reporting commuting miles; specialized utility repair trucks for emergency field work.

ADDITIONAL NOTE:

Approximately eight (8) pickup trucks (depending on current projects) go home with the construction crew during the construction season. The driver may be required to pick up other crew members at their homes and report directly to a specific construction job site.

In addition, two (2) pickup trucks go home with the Paving Crew during the asphalt paving season.

Allowing the highway crew to take pickup trucks home, makes it possible for work crews to arrive at the jobsite at the normal start time of 6:00 a.m. ready to begin work immediately and work up to regular quitting time of 4:00 p.m., versus reporting to the Highway Shop at normal start time and leaving the job site early to report back to the shop by quitting time.

7

Two sides of garbage incineration

Page 1 of 4

Toronto Star Pub date: October 25, 2003

Page: B1 Section: News Edition:MET Length:2796

byline: Ann Perry

Two sides of garbage incineration

Garbage disposal looms as hot issue. Some fear landfills not the answer.

When you arrive at KMS Peel Inc., the stench of raw garbage seeps into your car before you unbuckle your seatbelt. But inside Ontario's only municipal garbage incinerator, they'll tell you this is one of the cleanest trash facilities around. And just a few kilometres away, its closest neighbours barely know it's there.

For more than 10 years, Peel Region has sent much of its garbage to this plant just south of Highway 407 in Brampton, where it is burned at high temperatures and the heat converted into electricity - enough to power 6,000 houses. John Tory says that if he becomes mayor of Toronto, he'll consider building a plant like it to incinerate the mounds of waste the city now trucks to a landfill in Michigan, a projected 1 million tonnes this year alone.

It sounds tempting. Security concerns and hostile U.S. lawmakers could scupper the Michigan deal, tossing Toronto's garbage right back into our laps. The city has failed to find a new site to replace the closed Keele Valley landfill near Maple. Garbage incinerators, proponents say, are a lot cleaner than they used to be.

"The latest waste-to-energy technologies offer clean air (no harmful greenhouse gases) and a permanent solution (no lingering long-term environmental issues)," Tory says in his campaign platform.

Others don't think they're clean enough. Mayoral rivals David Miller and Barbara Hall both oppose incineration. And environmentalists who thought they had seen the last of them when they shut down Toronto's last municipal incinerator in the late 1980s are sputtering about what they see as a step back into the ecological dark ages.

"It's like taking a little bomb and saying, 'Would you mind if we leave this bomb here?'" said Paul Connett, a chemistry professor at St. Lawrence University in Canton, N.Y., who ardently opposes incineration. "And they say, 'No, we'd rather you didn't leave this bomb here, thank you, Minister. Take this bomb and put it in your own bloody backyard,'" Connett added.

Despite competing scientific claims and political agendas, most people do agree on one thing: Public support for burning garbage goes up in smoke when an incinerator goes from a big idea to someone's backyard.

Just north of the Brampton incinerator, however, they don't know what all the fuss is about.

"I didn't even notice it was there," Paula Chute said on a recent sunny day as she shopped with her 7-month-old baby at the Avondale Shopping Centre, about 2 kilometres from the plant. "I saw the building and smoke coming out of the stack, but there's never a smell."

"When it first went in, we were upset," said William Belfer, another area resident.

Now, he said, he's "not even aware of it; there's nothing noxious. It exists and we exist."

Five days a week, garbage trucks roll off Bramalea Rd. and up a long driveway, where they wait to drive through gaping doors and dump their loads on the tipping floor. A yellow tractor claws through mounds of waste, pulling out big items such as mattresses and bicycles.

From there, a front-end loader pushes loads of trash into one of five incinerators. Gases from the burning process are

moved into a second chamber and burned again. Heat generated at this stage is fed into a boiler, which creates steam that runs turbines and generates power.

Meanwhile, smoke is filtered through an air-pollution control system that cools and humidifies it, injects it with lime and carbon and removes some of the toxins.

The incinerator, which has operated since 1992 and is owned by Algonquin Power Income Fund, burns about 173,000 tonnes of garbage a year. Most of it comes from Peel, which sends two-thirds of its garbage, or about 163,000 tonnes a year, here. (Peel trucks some of the remaining garbage to a small landfill in Caledon, but takes a decidedly Toronto-like approach to the rest: It ships it to Michigan.) The rest is onboard waste from airlines flying into Pearson International Airport.

The region likes incineration so much it's considering having the plant's capacity expanded by 70,000 tonnes per year.

But burning garbage doesn't make it disappear. About 30 per cent of the waste that goes in comes out the other end as ash. That ash - about 50,000 tonnes each year - still has to be landfilled.

"There's this idea that you put the garbage in and you burn it up and it's gone," said Gord Perks, of the Toronto Environmental Alliance, which opposes incineration. "Well, the first law of thermodynamics, the most basic principle of physics, is that matter is neither created nor destroyed. So everything that goes into an incinerator has to come out, and once you have that clear, you start to think about them in a very different way from the way the proponents talk about them."

Peel is trying to find ways to use bottom ash in asphalt and in brick manufacturing, and already extracts and recycles metals from it. The rest goes to a private-sector landfill. The toxic brew the incinerator's pollution-control system filters out of the smokestack is more difficult to deal with. About 1.5 per cent of the garbage burned - about 2,600 tonnes a year - winds up as fly ash, which contains lead and cadmium and must be shipped to a hazardous-waste landfill near Sarnia. "You still have a landfill problem, except now your landfill problem is worse because you have a much more controversial material," Perks said.

Even the incinerator's manager admitted that burning garbage isn't ideal. "There is no perfect way of handling waste," said Dan Pearce.

In contrast to landfills, from which toxic material can leach unnoticed, he said, close monitoring and pollution control measures mean that Pearce knows exactly what's coming out of the incinerator.

Nathalie Henning, supervisor of waste management processing for Peel, pointed to the smokestack as she gave a tour of the Brampton plant recently. Besides a shimmer of heat coming from the top, all you can see is clear blue sky.

"That's how clean it is when it comes out of the stack," said Henning. By way of contrast, she pointed to some of the incinerator's industrial-park neighbours, which were belching long plumes of smoke.

Every year, the plant must submit to independent emissions tests. The latest available, based on samples collected in September, 2002, shows that the concentration of tested substances in its stack emissions, ranging from heavy metals to dioxins, fall below limits the Ontario Ministry of the Environment has set for the plant.

But that doesn't convince some experts that incineration is safe.

"Even the best (incinerators) do have serious releases of toxic substances into the air," said John Jackson, who teaches waste management at Trent University in Peterborough. "We're always being told that there's one operating in Brampton and we have these good regulations and new incinerators meet these regulations, but the regulations still allow you to release toxic substances, quite legally."

The plant improved its air-pollution system voluntarily as part of a recent expansion. Now, its dioxin emissions are below the federal government's reportable levels, Pearce said. But in 2001, before those improvements, the plant's air emissions included 50 kilograms of mercury and 0.24 grams of Toxic Equivalents of dioxins and furans, substances that persist and accumulate in the environment, including the human body, according to Environment Canada's National Pollutant Release Inventory.

"When you add up the quantity over a year and then you extend that to two years, to five years, to 10 years, we've added a lot to the environment," Jackson added. To be sure, the technology has improved over older models. But the debate over incineration and its offspring, which go by names like gasification and pyrolysis, doesn't really hinge on technology.

It's a political and ideological issue that pits the people who say we'll never be able to recycle, reuse or compost everything against others who insist we can - or will be able to soon.

"During the late 1980s and '90s in the city of Toronto, the dream was that you could divert everything, you could get away with 100 per cent recycling," said Richard Gilbert, a former municipal councillor and a consultant on transportation, energy and garbage issues.

"It's not like this situation had to take people by surprise, because it was evident 15 years ago. It was evident that this was the direction in which we were heading ... that when the Keele Valley site closed, we were going to have to rely on some big landfill site somewhere because we didn't have our act together, because we were dreaming. Part of that dream was an irrational rejection of incineration, or to be more precise, incineration with energy recovery."

"I'm not knocking recycling per se. I'm saying that dreams that you can recycle everything have actually contributed to the present situation where we're sending waste 400 or 500 kilometres away to a hole in the ground, and exposing other people to it and to truck fumes."

Connett has an entirely different take on it. "If you want to meet a really boring person, go and see someone who thinks incineration is the answer," he said. "I've never found one of these people with a flicker of imagination or creativity or vision. It's a myopic, engineering, Rambo approach to a social problem, and I just don't get it."

Opponents scoff at the notion that burning garbage to generate electricity constitutes an environmental victory. Far more energy is used to make packaging, for instance, than can be generated from burning it.

"It's an energy loss," Perks said. "Effectively what you're doing is expending enormous amounts of resources and energy to make highly sophisticated materials and then destroying them as quickly as you can." Another problem: If you build an incinerator, you'll have to feed it. And that undercuts waste diversion programs, say many in the zero-waste camp.

(In Peel, that argument doesn't seem to hold. Under its contract with Algonquin, Peel must ship 160,000 tonnes of waste to the incinerator each year. But it has also instituted a three-bag maximum for residential garbage pickup, and diversion into recycling and composting programs has increased from 25 per cent in 1996 to 45 per cent this year. The region is aiming for 70 per cent diversion by 2016.)

Not to mention that incineration is expensive. Toronto pays \$52 per tonne to ship its garbage to Michigan. Peel pays Algonquin \$76 per tonne to burn its garbage. But Peel also pays to dispose of the hazardous fly ash, bringing the total cost of incineration to about \$100 per tonne.

Fundamentally, though, opponents of incineration say we're approaching waste management from the wrong end. We should be focusing on recycling, reusing and composting everything we can, they say. If something can't be dealt with in those ways, maybe it shouldn't have been made in the first place.

"We need industrial responsibility, which is to start designing their packaging and their products in such a way so

they don't have to be thrown out at the end," said Connett, pointing to The Beer Store's bottle-return system. But until Toronto meets its ambitious goal to divert all its waste from landfill by 2010, what is it to do with its steaming heaps of trash?

At a recent mayoral debate hosted by the Toronto Environmental Alliance, John Tory took Barbara Hall to task for opposing all of the methods proposed: burying garbage at the abandoned Adams Mine in Northern Ontario; building an incinerator; and the city's current arrangement in Michigan.

"What is your plan?" he asked Hall. "If you're not going to put it under your bed, where are you going to put it?"

"Well, where are you going to put your incinerator?" Hall shot back. "Under your bed?"

"Does Scarborough get a choice? Does Leaside get a choice? Does Rosedale get a choice? Of course, Rosedale gets a choice," added Miller.

If elected, Tory won't be able to put an incinerator anywhere for a while. The city's contract with Republic Services to ship garbage to Michigan prohibits it from building an incinerator or a new landfill.

But the contract can be reopened at the end of 2005, said Angelos Bacopoulos, general manager of solid waste management services for Toronto.

An incinerator would also need approval from the Ministry of the Environment. Newly sworn-in Minister Leona Dombrowsky said this week, "I think that incineration is a dangerous option at this point in time."

But city waste-management staff want a local way to deal with Toronto's garbage.

"Our biggest problem is trying to get the waste to Michigan. It's just a nightmare," Bacopoulos said.

"As much as it would create a lot of work for us, if there were solutions for our waste management in and around the GTA, that, to us, would lessen that burden - as much as it would probably be very difficult to site any sort of facility, whether it be a landfill, incinerator, a processing facility." Environmental activists are gearing up for a fight.

"I think it would be a tragedy for Toronto," said Karen Buck, who heads Citizens For A Safe Environment, which helped close the Commissioners St. incinerator in 1988. Perks, a veteran of several incinerator fights, is exasperated it's on the agenda again.

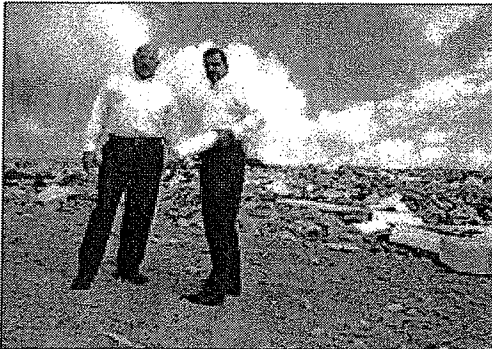
"These things are enormously unpopular when they try to find a site, and it will literally tear the community apart. It will become the one thing that dominates the debate at city hall. It will use up all of our time and resources and energy as a municipal government and a civic structure, trying to figure out what to do with this damn thing, and in the end they won't build it," he said.

"Frankly, I'm a little resentful that I now have to waste two more years of my life doing this. And they won't build it, I know they won't. They will not be able to find a site."

Florida county plans to vaporize landfill trash

Updated 9/9/2006 10:16 PM ET

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Enlarge

By Lynne Sladky, AP

St. Lucie County Solid Waste Director Leo Cordeiro, left, and Assistant Director Ron Roberts pose at the St. Lucie County landfill in Fort Pierce, Fla. Atlanta-based Geoplasma plans to build a plant that will use garbage to power homes and production lines.

FORT PIERCE, Fla. (AP) — A Florida county has grand plans to ditch its dump, generate electricity and help build roads — all by vaporizing garbage at temperatures hotter than the sun.

The \$425 million facility expected to be built in St. Lucie County will use lightning-like plasma arcs to turn trash into gas and rock-like material. It will be the first such plant in the nation operating on such a massive scale and the largest in the world.

Supporters say the process is cleaner than traditional trash incineration, though skeptics question whether the technology can meet the lofty expectations.

The 100,000-square-foot plant, slated to be operational in two years, is expected to vaporize 3,000 tons of garbage a day. County officials estimate their entire landfill — 4.3 million tons of trash collected since 1978 — will be gone in 18 years.

No byproduct will go unused, according to Geoplasma, the Atlanta-based company building and paying for the plant.

Synthetic, combustible gas produced in the process will be used to run turbines to create about 120 megawatts of electricity that will be sold back to the grid. The facility will operate on about a third of the power it generates, free from outside electricity.

About 80,000 pounds of steam per day will be sold to a neighboring Tropicana Products Inc. facility to power the juice plant's turbines.

Sludge from the county's wastewater treatment plant will be vaporized, and a material created from melted organic matter — up to 600 tons a day — will be hardened into slag, and sold for use in road and construction projects.

"This is sustainability in its truest and finest form," said Hilburn Hillestad, president of Geoplasma, a subsidiary of Jacoby Development Inc.

For years, some waste-management facilities have been converting methane — created by rotting trash in landfills — to power. Others also burn trash to produce electricity.

But experts say population growth will limit space available for future landfills.

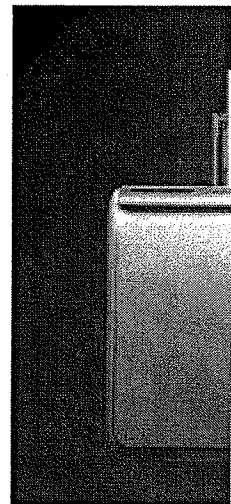
"We've only got the size of the planet," said Richard Tedder, program administrator for the Florida Department of

Environmental Protection's solid waste division. "Because of all of the pressures of development, people don't want landfills. It's going to be harder and harder to site new landfills, and it's going to be harder for existing landfills to continue to expand."

The plasma-arc gasification facility in St. Lucie County, on central Florida's Atlantic Coast, aims to solve that problem by eliminating the need for a landfill. Only two similar facilities are operating in the world — both in Japan — but are gasifying garbage on a much smaller scale.

Up to eight plasma arc-equipped cupolas will vaporize trash year-round, non-stop. Garbage will be brought in on conveyor belts and dumped into the cylindrical cupolas where it falls into a zone of heat more than 10,000 degrees Fahrenheit.

"We didn't want to do it like everybody else," said Leo Cordeiro, the county's solid waste director. "We knew there



from the synthetic gas-powered turbines that create electricity. Even that will be cleaner than burning coal or natural gas, experts say.

Few other toxins will be generated, if any at all, Geoplasma says.

But critics disagree.

"We've found projects similar to this being misrepresented all over the country," said Monica Wilson of the Global Alliance for Incinerator Alternatives.

Wilson said there aren't enough studies yet to prove the company's claims that emissions will likely be less than from a standard natural-gas power plant.

She also said other companies have tried to produce such results and failed. She cited two similar facilities run by different companies in Australia and Germany that closed after failing to meet emissions standards.

"I think this is the time for the residents of this county to start asking some tough questions," Wilson said.

Bruce Parker, president and CEO of the Washington, D.C.-based National Solid Wastes Management Association, scoffs at the notion that plasma technology will eliminate the need for landfills.

"We do know that plasma arc is a legitimate technology, but let's see first how this thing works for St. Lucie County," Parker said. "It's too soon for people to make wild claims that we won't need landfills."

Louis Circeo, director of Georgia Tech's plasma research division, said that as energy prices soar and landfill fees increase, plasma-arc technology will become more affordable.

"Municipal solid waste is perhaps the largest renewable energy resource that is available to us," Circeo said, adding that the process "could not only solve the garbage and landfill problems in the United States and elsewhere, but it could significantly alleviate the current energy crisis."

He said that if large plasma facilities were put to use nationwide to vaporize trash, they could theoretically generate electricity equivalent to about 25 nuclear power plants.

Americans generated 236 million tons of garbage in 2003, about 4.5 pounds per person, per day, according to the latest figures from the Environmental Protection Agency. Roughly 130 million tons went to landfills — enough to cover a football field 703 miles high with garbage.

Circeo said criticism of the technology is based on a lack of understanding.

"We are going to put emissions out, but the emissions are much lower than virtually any other process, especially a combustion process in an incinerator," he said.

Circeo said that both plants operating in Japan, where emissions standards are more stringent than in the U.S., are producing far less pollution than regulations require.

"For the amount of energy produced, you get significantly less of certain pollutants like sulfur dioxide and particulate matter," said Rick Brandes, chief of the Environmental Protection Agency's waste minimization division.

Geoplasma expects to recoup its \$425 million investment, funded by bonds, within 20 years through the sale of electricity and slag.

"That's the silver lining," said Hillestad, adding that St. Lucie County won't pay a dime. The company has assumed full responsibility for interest on the bonds.

County Commissioner Chris Craft said the plasma process "is bigger than just the disposal of waste for St. Lucie County."

"It addresses two of the world's largest problems — how to deal with solid waste and the energy needs of our communities," Craft said. "This is the end of the rainbow. It will change the world."

Doctors say: Be careful, St. Lucie County; make Geoplasma prove its claims about proposed arc incinerator

Drs. Donato A. Viggiano, Ron Saff, Donald L. Mellman, guest columnists
Friday, September 5, 2008

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Robert L. Pegg: Judge, sentencing in Harvey case unfairly criticized

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There is need for much caution as St. Lucie County moves forward to allow Geoplasma to build a plasma arc incinerator. There are serious issues that must be resolved that concern the financial and public health of the region.

Geoplasma has never built such a facility, let alone one that would be more than 10 times larger than the world's largest operational commercial plasma municipal solid waste incinerator, in Utashinai, Japan. The technology of such an incinerator has yet to be proven effective on a large-scale basis.

Likewise, there is no data from any such incinerator to verify that hazardous byproducts such as dioxin, mercury and heavy metals will not be released. There is no precedent that shows Geoplasma will be able to pay for 80 percent of the facility with energy sales. In fact, the evidence is to the contrary: these incinerators have never been shown to be profitable.

While there has never been a successful commercial plasma arc incinerator of the magnitude being proposed, there are three examples of plasma arc failures that are particularly worrisome.

- Allied Technology Group operated a plasma arc facility for mixed radioactive and hazardous waste in Richland, Wash. The facility closed due to operational problems with the plasma arc equipment as well as financial difficulties.
- The Hawaii Medical Vitrification facility near Honolulu had serious operational problems as well as permit violations. The facility was closed for approximately eight months due to damage in the kiln of the plasma arc equipment.
- Permits to build a plasma arc facility in Red Bluff, Calif., by InEnTec were rescinded in December 2005. Some of InEnTec's documents claimed their technology was "pollution-free" and did not produce dioxin despite their own test results from a research project that showed emissions of dioxin and other pollutants.

Incinerators, including gasification and refuse-derived fuel, are known to have severe public health consequences. By definition they produce hazardous materials that negatively impact the air, ground and water and are a factor in global warming. Asthma attacks and morbidity from heart and lung disease increase, which primarily affect our children, the elderly and the infirm.

Studies show higher levels of cancer and elevated levels of dioxin in the blood of people living near

municipal solid waste incinerators when compared to the general population. There is no safe level of exposure to dioxin. Known health impacts of dioxin include cancer, IQ deficits, disrupted sexual development, birth defects, immune system damage, behavioral disorders, diabetes and altered sex ratios.

Additionally, recycling, pollution prevention and renewable energy programs are often ignored as incineration is sold as a panacea. Oakland, Calif., passed a resolution calling for the elimination of dioxin and listed incinerators as a major source.

St. Lucie's Plasma Arc Incinerator project has attracted world-wide attention because of health, economic and environmental issues. Signatories representing tens of thousands of individuals — including the 32,000 member Physicians for Social Responsibility, Health Care Without Harm, Greenpeace, and numerous physicians and environmental groups around the world — oppose this plant.

The leadership of St. Lucie County must place the onus on Geoplasma to prove its claims: that the technology is sound and reliable, that the emissions will not harm the public, and that they will generate sufficient electricity. Geoplasma will not be able to credibly do so.

A copy of the statement opposing the St. Lucie Plasma Arc Incinerator project signed by numerous physicians and environmental groups around the world can be obtained via e-mail request to ronsaff@aol.com.

Brown County
Planning
Budget Status Report

8/31/08

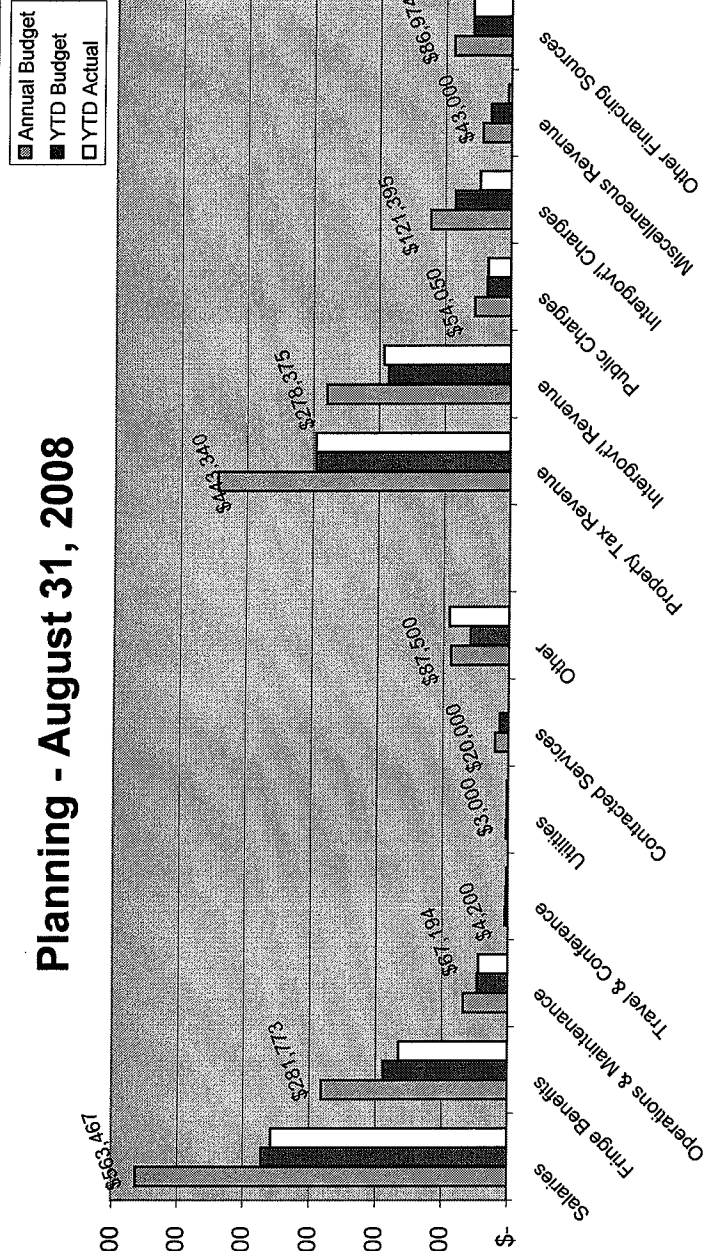
	Annual Budget	YTD Budget	YTD Actual
Salaries	\$ 563,467	\$ 372,089	\$ 357,324
Fringe Benefits	\$ 281,773	\$ 187,849	\$ 165,087
Operations & Maintenance	\$ 67,194	\$ 46,462	\$ 44,590
Travel & Conference	\$ 4,200	\$ 2,800	\$ 2,629
Utilities	\$ 3,000	\$ 2,000	\$ 1,734
Contracted Services	\$ 20,000	\$ 13,333	\$ -
Other	\$ 87,500	\$ 58,334	\$ 90,403
Property Tax Revenue	\$ 443,340	\$ 295,560	\$ 295,560
Intergov't Revenue	\$ 278,375	\$ 185,583	\$ 191,840
Public Charges	\$ 54,050	\$ 36,033	\$ 34,307
Intergov't Charges	\$ 121,395	\$ 84,478	\$ 46,514
Miscellaneous Revenue	\$ 43,000	\$ 30,333	\$ 5,000
Other Financing Sources	\$ 86,974	\$ 57,983	\$ 57,983

HIGHLIGHTS:

Expenditures: Contracted Services have not been expended due to Federal Highway Administration delays on the Environmental Impact Statement (EIS) for the Southern Bridge and Arterial. All other categories are near budget.

Revenues: Intergovernmental Charges are lower than budgeted due to the delays on the EIS for the Southern Bridge and Arterial.

Planning - August 31, 2008



Brown County

Zoning

Budget Status Report

8/31/08

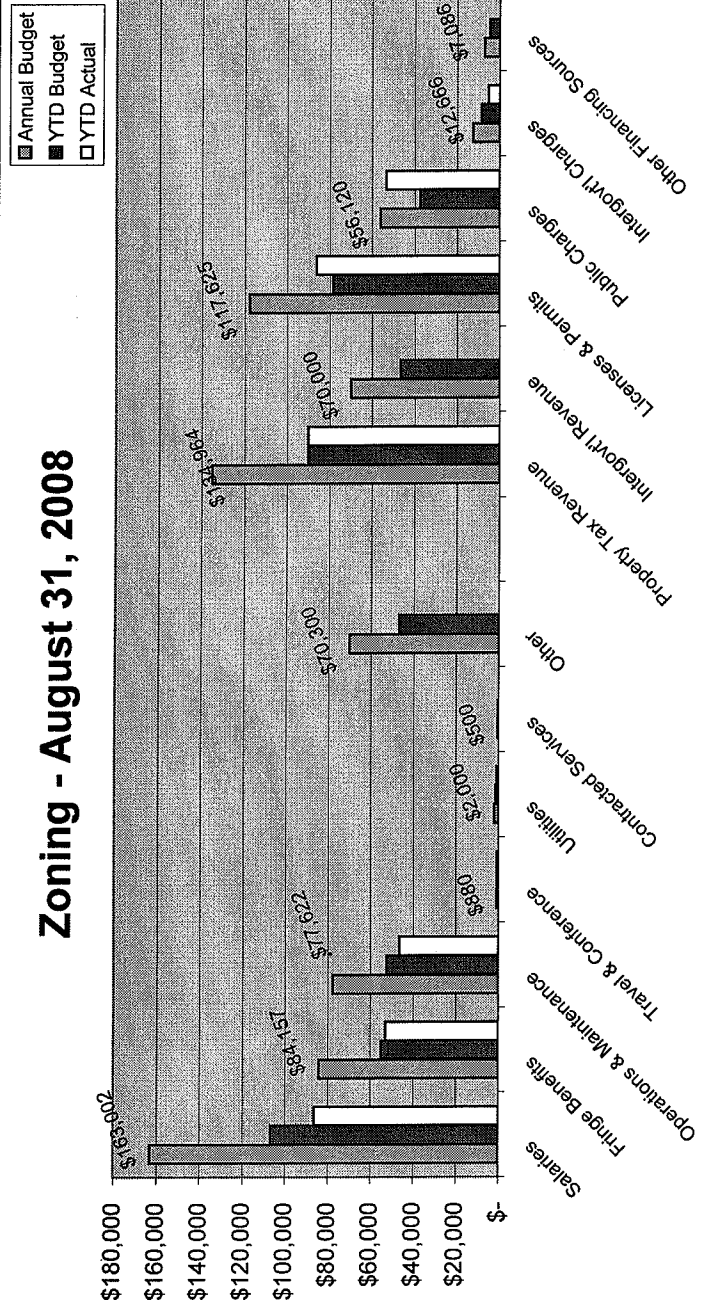
	Annual Budget	YTD Budget	YTD Actual
Salaries	\$ 163,002	\$ 106,578	\$ 86,321
Fringe Benefits	\$ 84,157	\$ 55,024	\$ 53,130
Operations & Maintenance	\$ 77,622	\$ 52,451	\$ 46,514
Travel & Conference	\$ 880	\$ 587	\$ 746
Utilities	\$ 2,000	\$ 1,333	\$ 914
Contracted Services	\$ 500	\$ 333	\$ -
Other	\$ 70,300	\$ 46,867	\$ -
Property Tax Revenue	\$ 134,964	\$ 89,976	\$ 89,976
Intergov't Revenue	\$ 70,000	\$ 46,667	\$ -
Licenses & Permits	\$ 117,625	\$ 78,417	\$ 86,160
Public Charges	\$ 56,120	\$ 37,413	\$ 53,393
Intergov't Charges	\$ 12,666	\$ 8,444	\$ 5,297
Other Financing Sources	\$ 7,086	\$ 4,724	\$ -

HIGHLIGHTS:

Expenditures: All categories are at or near budget expectations.

Revenues: Permits and public charges are progressing at our anticipated rate.

Zoning - August 31, 2008



BROWN COUNTY PORT AND SOLID WASTE DEPARTMENT

Brown County

2561 SOUTH BROADWAY,
GREEN BAY, WI 54304

Attachment to
Special Plan, Develop
& Trans Minutes for
Sep 16, 2008
CHARLES J. LARSCHIED

PHONE (920) 492-4950 FAX (920) 492-4957

PORT AND SOLID WASTE DIRECTOR

MEMORANDUM

To: Brown County Solid Waste Board/Planning, Development and Transportation Committee
From: Charles J. Larscheid – Port and Solid Waste Director and Chad Doverspike – Facilities Manager
Date: September 8, 2008
Re: Staff Recommendation for awarding the Addendum #5 Waste Transfer Station Operation and Hauling Request For Proposals

The Brown County Planning, Development and Transportation Committee delayed a decision on selecting a Waste Transfer Station Operator and Hauler at its Monday July 28, 2008 meeting. Instead it asked Port and Solid Waste staff to put together an addendum to allow new proposals for Waste Transfer Station Operation and Hauling allowing for the salvaging of wood from the waste stream arriving at the Transfer Station.

A. Concerns about Waste Salvaging at the Waste Transfer Station

There are a number of concerns in proceeding with the Committee's request from various sources that we have listed as follows:

State Department of Natural Resources - The DNR must approve a Plan of Operation Modification to allow for waste salvaging at the Waste Transfer Station.

Major Concerns:

1. Wood/Metal must be kept inside, not stored outside other than what is containerized.
2. Waste must be sorted by machine. No hand sorting or people on the ground during operations.
3. Salvaged wood must be unpainted, untreated (No laminated, particle board, green treated, drywall, roofing etc.).

Other Issues:

1. Plan Modification required \$550
2. WDNR would approve it only on a temporary 1-3 month trial period only
3. WDNR concerned that waste would not be moved fast enough, concerned on how it would be done and not create through-put issues
4. WDNR encourages recycling and salvaging but is concerned that with Brown County Transfer Station's volume is too high for alternate waste handling options
5. Brown County has had two garbage fires in the last 6 weeks at the Waste Transfer Station. The fires may be directly a result of waste not being removed from the Transfer Station in a timely manner by the current contractor. Besides the issue of cause, when a fire occurs and the facility is mostly full of waste, difficulty of fighting the fire, additional manpower and cost to move the waste for fighting the fire and cost of cleanup are issues. The cost of pumping the storm-water pond and holding tank, replacing the sprinkler heads and recharging the system, replacing damaged lights and emergency man-power costs exceed \$20,000 per occurrence.
6. Possible future sanctions from State DNR, Village of Hobart and Hobart Fire Department over unsafe conditions.